

Attendance of the August 17, 2005 GMTF Meeting
(based on sign-in sheet)

| Name | Agency |
|-------------------------|---|
| Baldwin, Hon. Harry | City of San Gabriel |
| Balmir, Grace | FHWA |
| Bower, Nancy | California Highway Patrol |
| Brown, Hon. Art | City of Buena Park |
| Campbell, Hon. Todd | City of Burbank |
| Cartwright, Kerry | Port of Long Beach |
| Dale, Hon. Lawrence | City of Barstow |
| Daniels, Hon. Gene | City of Paramount |
| Farrington, Carl | South Coast Interfaith Council |
| Flickinger, Hon. Bonnie | City of Moreno Valley |
| Giuliano, Genevieve | USC/Metrans |
| Greenwald, Peter | South Coast Air Quality Management District |
| Griffin, Mark | CH2M Hill |
| Harrington, Steve | Distribution Management Association |
| Herrera, Hon. Carol | San Gabriel Valley COG |
| Hicks, Gill | Gill Hicks and Associates |
| Hricko, Andrea | USC |
| Kanter, Bob | Port of Long Beach |
| Knox, Deadra | SCRRA |
| Kumar, Vin | Caltrans District 7 |
| Lai, Sue | Port of Los Angeles |
| Logan, Angelo | East Yard Communities for Environmental Justice |
| Lowenthal, Hon. Bonnie | City of Long Beach |
| Marcus, Richard | OCTA |
| Malik, Ajay | LA County Sanitation District |
| Maun, Lena | Port of Los Angeles |
| Millhouse, Hon. Keith | City of Moorpark |
| Moore, Scott | Union Pacific Railroad |
| Morales, Diane | Caltrans District 8 |
| Neely, Sharon | ACE Construction Authority |
| Newman, Sarah | USC |
| Park, Noel | San Pedro Homeowners Coalition |
| Patton, Christopher | City of Los Angeles |
| Pearson, Fred | PBQD |
| Roberts, Hon. Frank | City of Lancaster |
| Rodriguez, Dilara | Caltrans District 7 |
| Saunders, Christine | Port of Los Angeles |
| Schiermeyer, Carl | RCTC |
| Szerlip, Hon. Don | City of Redondo Beach |

Uranga, Hon. Tonia Reyes
Warren, Elizabeth
Wilson, A.J.

City of Long Beach
LA Chamber of Commerce
Pomona Valley Educational Foundation

SCAG Staff

Harris, Ted
Pfeffer, Nancy
Wong, Philbert

**GOODS MOVEMENT TASK FORCE MEETING MINUTES
WEDNESDAY, AUGUST 17, 2005**

1.0 CALL TO ORDER

Councilmember Art Brown, City of Buena Park, called the meeting to order. A list of those in attendance is included in the minutes. Self introductions were made.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 Approval of the May 18, 2005 Minutes

Motion to approve the May 18, 2005 Goods Movement Task Force minutes was seconded and accepted with no objections and four abstentions.

4.0 INFORMATION ITEMS

4.1 Port Programs Related to Air Quality Improvement

Mr. Robert Kanter, Ph. D., Port of Long Beach, presented this item. Dr. Kanter first discussed the economic impact the Port of Long Beach has on the state of California in terms of jobs and wages. In 2001, Port of Long Beach activity generated 371,000 jobs and \$16.3 billion in wages and salaries. This figure would roughly double if the Port of Los Angeles were included.

Dr. Kanter also noted the limitations the Port faces in terms of regulation. For example, the Port is a landlord port that leases land to private companies who in turn operate their own terminals. Furthermore, the Port is only one link in the entire goods movement chain, and the Port is not a regulatory agency. For these reasons, the Port it is limited in the regulation that it is able to impose.

In terms of air quality improvement, the Port has targeted the pollutants NOx (Nitrogen Oxides, a significant contributor to smog) and PM (Particulate Matter). The Port has initiated programs designed to improve air quality for each of the following modes: vessels, terminal and landside equipment, on road vehicles, and locomotives.

The Port has four programs to help reduce ocean vessel emissions. The first is the Smoke Stack Emission Reduction program. This program, which is an educational/outreach program, is designed to address the problem of particulates from smoke stack blows when the ship engine is started up. The second is the Vessel Speed Reduction program. In this program, vessels are asked to voluntarily reduce their speed when within 20 nautical miles of the Port from 24 knots to 12 knots. Currently, about 50% of ships participate, which results in about a 1 ton/day emission reduction. The third program is the Vessel Retrofit Demonstration project. This program is led by CARB (California Air Resources Board) and is designed to test the feasibility of retrofitting existing vessels with fuel emulsification to reduce emissions. The fourth program is the Shoreside Electrical Power program, wherein ships would run on electrical power while docked in port, also known as 'cold ironing'. British Petroleum (BP) is the first company to participate in this program and will retrofit at least two vessels to run on electrical power while the ship is docked at the port. In return, the Port will make needed shore side improvements.

In terms of terminal and landside equipment, many pieces of equipment that were running on diesel such as forklifts, cargo handlers, and tractors have been either retrofitted or now use alternative fuels.

The Port now uses alternative fuels with the vehicles that it owns. For example, security vehicles now are either hybrids or run on CNG. Also, street sweepers run on LPG, and O2 diesel is used to power heavy duty equipment.

The Port is also involved with the Gateway Cities Fleet Modernization program. This program provides incentives to owners of 1986 or older trucks up to \$25,000, which covers about 2/3 the cost of a newer truck. The replacement truck typically emits about 50% less NOx and 85% less PM.

Finally, in terms of locomotives, the Port has worked with the Pacific Harbor Line to replace its old engines with cleaner Tier II locomotive engines.

The Port is also conducting other related efforts, such as updating an emission inventory of Port sources and requiring all construction equipment to use ultra low sulfur diesel fuel. Future efforts include

creating incentives to increase cold ironing of vessels, improving participation in the vessel speed reduction program, and developing strategies to reduce port truck trips.

Hon. Harry Baldwin, City of San Gabriel, asked for clarification on Marpol Annex VI. Mr. Kanter responded that Marpol Annex VI is an international treaty that calls for vessel emission reductions of about 30%. This treaty has not been ratified by the United States.

Mr. Noel Park noted that the Ports should provide specific figures showing the air pollution reduction from these initiatives compared to the expected increase in emissions due to cargo growth. He added that the cost to society from port related pollution is about 300 premature deaths and about \$2 billion. Mr. Kanter responded that the Port will quantify the reductions of its air quality initiatives in its annual report to the City of Long Beach.

Ms. Andrea Hricko, USC, asked about the impact on local communities by the proposed new BNSF ICTF. Mr. Kanter responded that it will be important for both locomotives and trucks to operate with as few emissions as possible.

4.2 Goods Movement Air Quality Impacts and Key Initiatives

Mr. Peter Greenwald, South Coast Air Quality Management District, presented this item. Mr. Greenwald first discussed the impact of emissions in the region. In doing so, he discussed the USC Children's Health Study, which was released in 2004 and studied children over an 8 year period in 12 communities in Southern California. The results of the study indicated lower lung-function growth associated with PM10, PM2.5, NO2, and acid vapor, and that 'by age 18, lungs of many children growing up in smoggy areas are underdeveloped and will likely never recover'. He also cited research conducted by CARB on particle counts along roadways in the region, which indicated that the I-710 had the highest particle counts per cubic centimeter among the roadways counted.

The key air quality challenges going forward are to further define 'black box' emission reductions, implement new 8 hour ozone and PM 2.5 standards, and achieve emission reductions on marine vessels, locomotives, and aircraft, which are currently regulated by the federal government. For example, adopted regulations are expected to reduce NOx emissions by 2010 to 764 tons/day. However, to attain the one hour ozone standard, the region needs to reduce NOx emissions to 530 tons/day. The difference of 234 tons/day that will still need to be reduced

is the 'black box' of currently undefined or unknown measures.

In 2001, port-related sources contributed 23% of regional diesel particulate matter emissions. By 2030, port related sources are expected to increase to 42% due to projected growth at the ports. New adopted engine standards, though, are expected to reduce NOx emissions from on-road trucks by 98%, locomotives 58%, harbor craft 39%, and ships 6%.

Mr. Greenwald noted that the U.S. EPA (Environmental Protection Agency) has committed to consider adopting by April 2007 more stringent standards for Category 3 vessels, which includes container ships. EPA will also consider whether or not to regulate foreign flag vessels, and more stringent regulations for locomotives and smaller marine vessels.

There was a question as to what the impact of Pier Pass will be on air quality. Mr. Ted Harris, SCAG, responded that SCAG and AQMD will be working to look at the emission reductions resulting from Pier Pass.

Also, it was asked whether or not there are standard metrics used by AQMD, the Ports, etc., for measuring air quality. Mr. Kerry Cartwright, Port of Long Beach, noted that in terms of measuring reductions on an annual basis, there is consistency between the Ports of LA and Long Beach, and that the Ports share this data with AQMD and SCAG.

4.3 2007 Regional Transportation Plan Schedule

Mr. Naresh Amatya, SCAG, presented this item. Mr. Amatya reported that it is presently not clear whether SCAG will follow a 3 or 4 year cycle for updating the RTP (Regional Transportation Plan). An important consideration when determining whether to follow a 3 or a 4 year RTP cycle is the fact that the region's conformity expires in June, 2007. In developing the next RTP, SCAG will first need to update its inventory of projects. Once the inventory of projects is updated, SCAG will conduct an alternatives analysis. Under a 3 year update scenario, this is scheduled to be completed by August, 2006. Furthermore, a draft RTP will be released by October, 2006, and is scheduled to be adopted by the Regional Council by April, 2007. Mr. Harris added that the issue of the RTP 3 or 4 year cycle will be discussed at the Transportation Conformity Working group meeting at SCAG on August 23, 2005.

Ms. Sharon Neely, Alameda Corridor East (ACE) Construction Authority, asked how she could work with SCAG and/or AQMD to account for the emissions reduction obtained by completing the Nogales grade separation and completely eliminating that intersection. Mr. Amatya responded that SCAG will work with ACE on this issue.

4.4 Goods Movement Knowledge Base Demonstration

The Goods Movement Knowledge Base is an online searchable database of over 150 studies dating back to 1982. The link to the database can be found on the SCAG goods movement page, which is <http://www.scag.ca.gov/goodsmove/>. Due to technical problems, the demonstration was postponed to the September meeting. It was suggested that a link be added to Metrans and TRIS (Transportation Research Information Services) databases.

4.5 Update on the Port and Modal Elasticity Study

This item was postponed to the September Goods Movement Task Force meeting.

5.0 **STAFF REPORT**

Ms. Pfeffer briefed the Task Force on the Executive Stakeholder Roundtable meeting, which is scheduled to be held on August 24, 2005. At that meeting, the Port and Modal Elasticity Study and the Goods Movement Performance Measures and Value Matrix developed by SCAG will be discussed.

6.0 **COMMENT PERIOD**

Chair Brown made note of a daily goods movement update distributed via email by Don Breazeale. Chair Brown also briefed the committee on the Western COG meeting, which mainly discussed north-south travel in the I-5 corridor.

Ms. Neely asked if staff could provide an assessment of goods movement programs in SAFETEA-LU. Ms. Pfeffer noted that this item will be brought to the September GMTF meeting. Ms. Neely also asked for an update on the statewide Goods Movement Action Plan effort.

Mr. Cartwright asked for an update on SCAG's 2005-06 Overall Work Program. This item will be brought to the September meeting. Also, Mr. Cartwright also asked if the next meeting could start at 9am.

Ms. Genevieve Giuliano, USC, announced that USC/Metrans will be holding a National Urban Freight conference February 1-3, 2006 at the Westin Long Beach.

7.0 NEXT MEETING

The next regular GMTF meeting will be:
Wednesday, September 21, 2005
9:00am-11:00am
SCAG Offices, San Bernardino Conference Rooms A&B

8.0 ADJOURNMENT

The meeting was adjourned at 11:00am.